

THE HICKMAN COURIER.

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WITH STATE AID, FULTON COUNTY CAN HAVE GRAVEL ROADS

Without Additional Taxes. We can even Accumulate a Surplus While Traveling Graveled Roads. Shall we Vote Bonds and Build Hard Roads? It is Actually Cheapest

In a recent article on good roads for Fulton County, we promised to show how every foot of public highway in the county, amounting to nearly 210 miles in all, could be gravelled, after the most approved methods of road building, and with the best material to be had hereabouts, and this, not only without increasing the taxes to the extent of a single cent, but at an actual saving to the taxpayers of thousands of dollars yearly.

This statement created no little comment on the street and elsewhere, and many otherwise well posted men questioned its truthfulness. Now for the proof.

First, it is known and understood by practically all who are in any wise familiar with the public road work in the county that the Fiscal Court expends about \$20,000 in road improvement yearly. As a matter of fact, they will tell you that they are already preparing to put this much or more on the roads again this year. So in our reckoning we shall con-

tinue this annual appropriation, as we feel justly entitled to do, counting it in round numbers, as \$20,000 together with the State fund, which, if proper steps are taken, will also be available, amounting to say \$12,000 yearly, and will, year by year, place these sums in what, for convenience sake, we will call a Special Fund.

This amount of \$32,000 is so small compared with the great amount of work to be done on our 210 miles of road, as to render it impossible to do any part of it well, without the total neglect of other equally deserving portions; and we are all so envious and selfish, that if we think our officials are giving a tithe more of the road fund to the benefit of others, and neglecting us, we are ready to declare war at once. But it is evident that at the present rate of taxation, the court can do no better than it is now doing. In consequence, unless action is taken by which more money can be made available for

road work, we must go on from year to year, indefinitely, sinking \$20,000 or more into the mud, and with no permanent benefit to the county.

Of most serious consequence is the ill effect of bad roads on the county school attendance, which in a future paper we shall endeavor to show; but in this issue we are considering a method of road improvement by means of funds that are not now available, and which by the ordinary means, cannot be obtained.

This means, then a bond issue? Yes. But please do not condemn it until you have at least a fair understanding of the matter. Be patient, then and "hear me for my case," for your cause also.

Remember I promised to show how the county can, without increasing the taxes to the extent of one single cent, now or ever, gravel every foot of public highway in the county, amounting to something over 210 miles, as fast as men and teams can do the work, furnish employment at good

wages to hundreds of our citizens; provide money for the proper upkeep continually; resurface all the much used roads every ten years; save thousands of dollars of your tax money yearly; to be used in other needed improvements, and all this without, we repeat, increasing your taxes by so much as one farthing, today or ever.

Let us suppose then, that the county does, on the first day of June this year, 1915, sell its bonds to the extent of three hundred thousand dollars (\$300,000), bearing an interest rate of 4½ per cent, and running for thirty (30) years. The money thus obtained to be used exclusively for graveling the public roads. This action on the part of our officials makes at once available our share of the State road fund, which we are now being taxed to create. Let it be distinctly understood we are now paying, and will continue to pay our part of this State tax, whether we avail ourselves of it



JUDGE BUNK GARDNER, OF MAYFIELD
Candidate for Circuit Judge First Judicial District

Choose Your Spring Apparel Now

Our displays are complete, having been recently augmented by fresh arrivals. The newest fashions are shown here, and an inspection of this exhibition will tell you just what are the new styles in outer apparel for Spring.

Here Are the New Coats

Medium weight coats that should be in every woman's Spring wardrobe. Styles are smart; materials and workmanship are of the best; and prices are the lowest.

Prices are

\$5.00, \$7.50, \$9.50 to \$15.00

New Dress Skirt Styles

Like most of the other Spring fashions, these skirts are smartly tailored. There are not many frills and furbelows. The styles are mostly simple, and are therefore going to be heartily welcomed by the majority of women.

Prices are

\$2.50, \$5.00 to \$10.00

An Admirable Display of the New Spring Suits

These are the styles that promise to be the most popular this season. They are decidedly smart! The display is naturally of deep interest to every well-dressed woman.

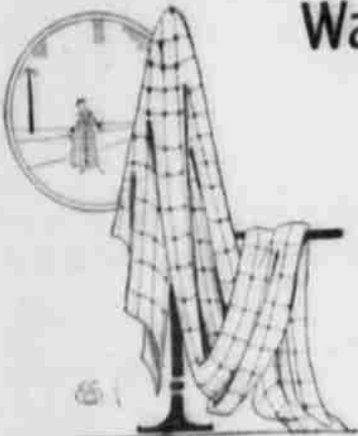
Prices are

\$12.50, \$15.00

\$18.00, \$20.00



New White Goods and Wash Goods



Just the materials you will need for your Spring dressmaking are here. All sorts of staple and novelty white goods are here, as well as percales, ginghams and other wash goods.

Cross Barred Muslins	10, 12½ to 25c
Dimity Checks	10, 12½ to 25c
Piques	15, 20, 25 to 35c
Flaxons	20, 25, 30 to 35c
Voiles	20, 25 to 40c
Percales	10 to 15c
Ginghams	10 to 15c

Complete Display of Laces and Embroideries

This collection of Spring laces and embroideries is exceptionally interesting just now, it is complete, in as much as it comprises the newest ideas and most recent novelties, as all of the staple trimmings.

Val Laces	4, 6, 8 to 25c
Torchon Laces	5, 7, 8 to 12½c
Linen Laces	5, 10, 12½ to 25c
Oriental Laces	20, 25, 30 to 45c
Baby Irish Laces	12½, 15 to 30c
Hamburg Embroideries	8, 15 to 25c
Nainsook Embroideries	10, 12½, 15 to 25c
Organdy Embroidery	25, 30 to 35c

Match Sets 12½ to 40c
Voil Edges in colors 25 to 35c

Smith & Amberg

Incorporated

or not. We can, if we so elect, continue to pay this tax into the State road fund, and help other and more enterprising counties build gravelled roads, while we continue to travel in the mud. But shall we?

Let us assume then, that we will not. And that it is now say, June 1, 1915; our bonds have been floated, and we have in the several banks of the county, subject to draft \$300,000, and the road work has begun.

Early in this article we stated that the county was now, and for long time had been sinking in the mud yearly about \$20,000, without any permanent gain to the county, and that we should, as we are justly entitled to do, take this sum into our reckoning. And now that we have a road fund from the sale of bonds, by which real road work can be done we have also our share of the State road fund, which will amount to, in round numbers, say \$12,000 yearly. Thus, the \$20,000 of county fund and the \$12,000 of State road fund which we will not now need for road graveling, we will put in the bank as a Special Fund, to be used as needed, for paying the interest on our bonded indebtedness; for the creation of a sinking fund, which will pay all our bonds when due; for the proper upkeep of the roads, which will need constant care; and for re-graveling the main traveled roads of the county, once in ten years or thereabouts, as may be necessary.

With our \$300,000 of bond money in banks, contracts are let; contractors are under bond for the faithful performances of their work, which is being done under the direction of competent road engineers; many of our people with their teams are given employment near home and at good wages, and the work proceeds, while both our general fund of \$300,000 and our special fund of \$32,000 are earning us a small interest. Of the interest on the general fund however, we shall take no reckoning, notwithstanding it will, before it is exhausted, be sufficient to purchase many a hundred carload of gravel. But our showing will be sufficiently good, that a few thousands of dollars will not be worth haggling over and we will turn our attention to our Special Fund of \$32,000 which will have earned us, at any of the banks of the county during the year, \$1,280, giving us, when June 1, 1916 comes around, the sum of \$33,280. And the time has now come for us to pay our first year's interest on our bonds. This, for \$300,000 of bonds bearing 4½ per cent per annum, will require \$13,500. Then too, we must start our sinking fund deposit, and

that will take one-thirtieth, (our bonds run for 30 years) of \$300,000, which is ten thousand, and being honest Kentuckians, we propose to pay everything the day it falls due, especially when the other fellow is boasting so heartily, so we must take from the Special Fund \$13,500 of interest and \$10,000 of sinking fund deposit, making in all \$23,500; and leaving in our Special fund only \$9,780. But already the State has again paid us our share of the State road fund for 1916, and the county has given us the \$20,000 it has heretofore been sinking into the mud, and thus we have to start the fiscal year with \$41,780 on which any one of the banks in the county will again pay us four per cent, making of interest to be added June 1, 1917, \$1,671.20, or a total of \$43,451.20. But interest paying time is again here, and that takes for the loan, which now is \$291,000, we diminished it by \$10,000 last June, which at 4½ per cent is, this year, \$13,050. Also another \$10,000 must be deposited in the sinking fund, making in all—but hold, the roads need care; a load of gravel here and there, and constant watch care everywhere, and for this we will allow more than is customary.

The usual upkeep of the ordinary traveled county road, when the proper and careful attention is given them, is said to be about \$7.50 per mile per year, while the cross-roads and neighborhood roads, run from one to three dollars only, so we will be more than liberal, and allow practically \$10.00 per mile for every mile of road in the county each year for upkeep; and what you don't have to use on the roads, please put on the sides, in planting trees, grading the banks, terracing, land scape gardening, etc. So the last of this June, 1917, we will take from our Special fund the interest on the bonds, \$13,050; the sinking fund deposit, \$10,000; and \$2,000 for upkeep, or \$25,050 in all, which leaves only \$18,401.20 in our Special fund. But already has the State and county made their appropriations, and we at once add the sum of \$32,000, which gives us, for the fiscal year \$50,401.20 on which we will again draw our 4 per cent interest for the year, amounting to \$2,016.04, making a total of \$52,417.24. From this amount we must again take our bond interest, this year \$12,600, the sinking fund deposit, \$10,000 and the \$2,000 for keeping up and beautifying the roadways or \$24,600 in all, leaving \$27,817.24 June 1, 1918. To this we add again \$32,000 from county and State making \$59,817.25. On this sum we again draw our four per cent in-

(Con. on last page.)